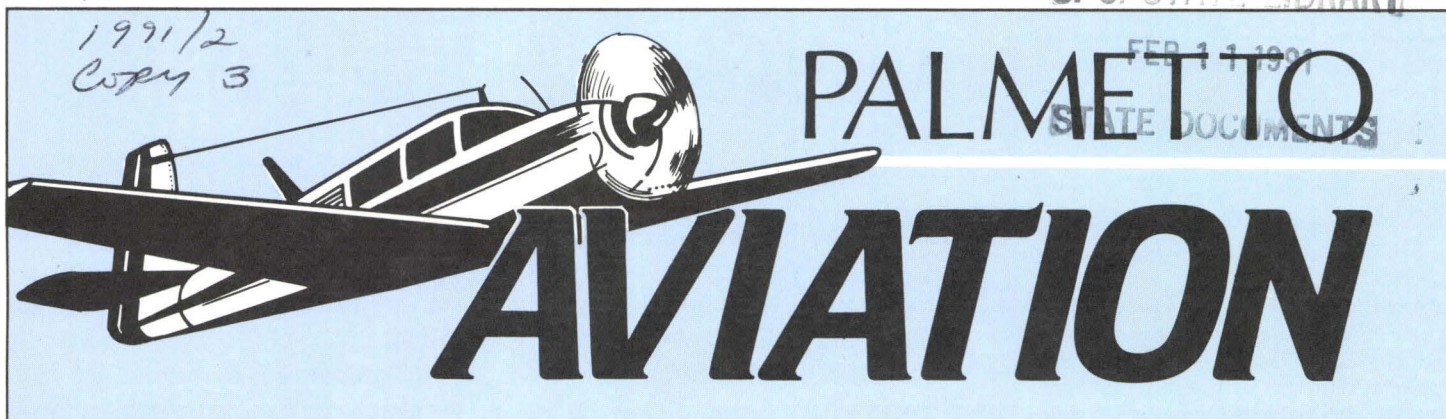


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Volume 43, Number 2

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February, 1991

Aeronautics Commission Names John P. Park as Executive Director

The South Carolina Aeronautics Commission recently named a retired Navy captain with more than 28 years of service as their new executive director.

Chairman Jim Hamilton said John P. Park, a retiring Navy Captain from Burke, Virginia, was unanimously elected by the SCAC Commissioners.

"Capt. Park is an outstanding leader with excellent academic credentials and is a proven people-oriented manager. He offers a fresh start for the Aeronautics Commission with no political lia-

bilities or connections," Hamilton said.

After being notified of the decision, Park said he was pleased with the results, "I look forward to working with the people on the commission and I'm impressed with the quality of employees at the Aeronautics Commission."

Asked what will be his first order of business, Park said, "I'll be listening with my ears open—learning. I'll be working with all the employees from top to bottom to get a feel of what their jobs encom-

See Park Page 6



John Park, a retired Navy Captain, will head the Aeronautics Commission starting in March.

Columbia FAA Tower Chief Retires

For the past nine years, Bob Patterson surveyed the comings and goings of the Columbia Metropolitan Airport. Patterson, chief of the Columbia Air Traffic Control tower, has retired after more than 34 years with the FAA.

He began working for the then Civil Aviation Administration, in January of 1956, and has been in the business of air traffic control for nearly 40 years.

Patterson began working in ATC in 1953 with the Air Force during the Korean Conflict. After his stint in Korea, he went to Okinawa and worked in the tower

there. Patterson was on hand to see history in the making. He was at the tower when a Chinese MiG15 was flown in by a Korean pilot.

"The military was offering \$100,000 to any Korean pilot who would fly a MiG15 from Korea to the south," explained Patterson. "We knew the MiG's were being made in Red China, but they had to be flown in from Korea because they didn't have the range to fly from anywhere but Korea. The plane was transported to Okinawa and tested while I was there," he said.

Patterson left Okinawa and was

stationed at Andrews Air Force Base near Washington. While there, he witnessed the first commercial jet to fly cross country.

"A Boeing 707 flew in one morning and back in the evening," Patterson recounted. "The flight set records both ways."

After leaving the military, Patterson went to work for the CAA. His first job required him to work out of the enroute center in New Orleans for several years. It was following this he came to Spartanburg, then on to Charleston and later to Miami.

See Patterson, Page 6



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Aviation fuel prices stabilize

Aviation gas and Jet A fuel prices seem to be stabilizing in the wake of the Persian Gulf Crisis, according to the Aircraft Owners and Pilots Association, which has been monitoring fuel prices on a weekly basis since the Iraqi invasion of Kuwait.

"AOPA's concern about the impact of the crisis on fuel pricing and availability prompted us to conduct weekly surveys," said AOPA President Phil Boyer.

"It appears 80 and 100 Low Lead (LL) avgas fuel prices have stabilized at a point approximately 17 percent above levels recorded before Iraq invaded Kuwait, while Jet A prices have stabilized at a point approximately 25 percent above pre-invasion levels."

Since the invasion, 80 avgas fuel prices have increased by an average of 31 cents per gallon, 100LL by an average of 32 cents per

gallon and Jet A by 44 cents per gallon. AOPA has also expressed concern the per barrel price of crude oil has dropped but a reduction in aviation fuel prices has not followed.

According to Boyer, AOPA had conducted a fuel price survey on a quarterly basis prior to the recent Middle East crisis. Fuel price trend information is now available weekly, and information updates to AOPA members and others will continue to be published in the AOPA PILOT magazine, AOPA regional columns which appear in trade publications throughout the country, mailings to members and weekly trend information to the news media.

As part of an ongoing effort, AOPA will continue to inform pilots of Fixed Base Operators (FBOs) that offer a fuel discount to AOPA members.

Having an air show?

Under current law in our state, you must have a permit from the South Carolina Aeronautics Commission in order to have an air show or any type of aerial display in the state.

This regulation was filed in the Secretary of State's Office in April of 1953, and is still in effect.

Although most people do not know this law exists, it would be wise to start complying.

But how to comply? Very simple. Let's say you want to have an air show at your local airport. When you get a Certificate of Waiver or Authorization, and an Authorization for Certification

from the FAA's Flight Standards Office, complete it and just mail a copy of the completed form at least 10 days before the event to:

Public Information Office
Aeronautics Commission
P.O. Box 280068
Columbia, SC 29228

If you have questions:
1-800-922-0574 or
(803) 822-5400

By complying you have just allowed 9,000 subscribers to Palmetto Aviation to know about your upcoming air show. Who knows--they may show up.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

American Airlines Halts service at Carolina Airports

American Airlines will discontinue service to Columbia, Charleston and Greenville-Spartanburg on February 1.

Eliminated will be three daily flights direct and non-stop from Columbia and Charleston to Dallas-Fort Worth, a service which began just last April.

The flights which will be eliminated are among 230 the Fort Worth based airlines plans to cancel next month.

Robert Crandall, American chairman and president said the flights needed to be eliminated to prevent future incidents which may parallel the recent service disruption that occurred when a number of pilots called in sick to work. In excess of 1,400 flights were canceled, the bulk of which were attributed to a shortage of pilots.

American affiliate regional airline, American Eagle, will add connector service from Greenville-Spartanburg and Charleston to its Raleigh-Durham, N.C. Ticket-holders for American flights after the end of the month will be contacted and reaccommodated.

However, the service may not be gone for good, the airlines will reassess its move out of South Carolina when and if their labor talks are settled.

Recently, talks between the airline and the Allied Pilots Association resumed with the help of a federal mediator.

American has historically been one of the nation's biggest and healthiest airlines, but like others it has been hurt by higher fuel prices and a slowing U.S. economy. Labor disputes with pilots have contributed to the airlines problems.



Aviation Calendar

February 3

Breakfast Club
Greenville Downtown
Cornerstone Aviation

February 17

Breakfast Club
South Carolina
Aeronautics Commission
Columbia Metro

March 3

Breakfast Club
Dillon Airport
Dillon SC

March 17

Breakfast Club
open date

April 7

Breakfast Club
Aiken Municipal
Aiken, SC

April 14

Breakfast Club
Timmons ville Airport
Timmons ville, SC

April 28

Breakfast Club
Royal Aviation
Woodward Field
Camden, SC

May 12

Breakfast Club
Sumter County airport
Sumter, SC

May 19

Breakfast Club
Laurens County Airport

May 26

EAA Chaper 242
May Fly-In
Columbia Owens
Downtown Airport

Warbird of the Year To be Honored in February

Time is drawing near for the Warbird of the Year banquet. The third annual event will be held on Friday February 22 at the Radisson Convention Center in Spartanburg.

This year, General Robert L. Scott will be honored. Scott, a famed P-40 pilot with the famed Flying Tigers and author of "God as my Co-pilot," is sure to draw a large crowd. Presenting the award will be U.S. Senator Strom Thurmond. The Warbirds feel this is fitting since the Upstate chapter of the Air Force association is called the Strom Thurmond Chapter.

The convention hall will accompany around 400 people and a big crowd is expected. In addition, the public will be invited at \$25 dollar per person as long as space allows.

In addition, two previous Warbird of the Year winners are expected to be in attendance, Colonel Robert Morgan, pilot of the famous B-17 "Memphis Belle," and "Ensign" George Gay, sole survivor of the Torpedo Squadron 8 in the Battle of Midway.

For more information, contact Hubert Hendrix P.O Box 1657 Spartanburg S.C., 29304.

War in the Gulf Causes FAA

As the situation in the Persian Gulf develops, the effects of the crisis are becoming more and more apparent here at home.

Aside from the many reserve troops called to service, there have been other changes which affect our daily lives, especially in the area of aviation.

Recently, the threat of terrorism here in the United States has become a distinct possibility. Airports being in constant use by people from areas all over the world are prime targets for acts of terrorism.

Under Federal Aviation Administration security contingency plans, there are four levels of security designated one through four.

During normal day to day operations of the airport, security is at level one.

Recently, when the threats of terrorism began to become more and more serious, security was raised to level two.

Now, with the increased military activities in the areas throughout the Persian Gulf, the security

Travellers will find parking restricted in front of the main terminal building.

Conflict in the Persian Gulf has caused the FAA to order extra security measures at major airports.



level has been raised to the highest level--four. As well, the airports have been ordered by the FAA to tighten security. "There will be more law enforcement at airports," said FAA spokesman Bob Buckhorn.

At the major air carrier airports around the state, the situation is much the same. In accordance with FAA policy, several measures have been taken to insure a higher level of safety for the airport staff and aviation travellers.

First, curb side baggage check in will no longer be available, all baggage will have to be checked in at the ticket counter. Additionally, this means no carry on luggage. During boarding, baggage will not only be x-rayed, but hand inspected as well at many of the states airports. Any baggage which is left unattended for a unusual period of time, will be collected by airport security and disposed of.

Public parking directly in front of the terminal building will no longer be allowed. Someone must either remain in the vehicle, or it will have to be parked elsewhere. However, most airports are offering free parking in areas removed from the front of the terminal building. Security guards are sta-

tioned to stop cars as they approach the airport and direct them to the proper place.

Only passengers with tickets for flights will be allowed in the gate area. This means friends and family will have to say good-bye and will have to wait for arriving flights away from the gate areas.

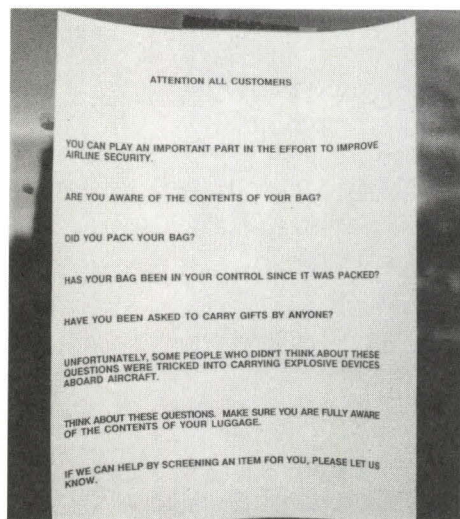
Coin storage lockers will also be discontinued while the FAA security is at level 2 or higher.

While the end result of this will mean more lengthy procedures for flight check ins, there have been no major delays at any of the states major airports. The public will realize the extra security measures are to make sure the airport operates a safe environment for all who may go there.

At Columbia Metropolitan Airport there are many visible signs of the increases in security. As you approach the airport by the main road, a sign is visible telling the additional and more comprehensive security measures in effect. Several more signs are visible before you get to the terminal building.

But this is not all a traveller or airport visitor will notice upon a trip to the airport.

According to Captain Jesse Baker of the Columbia Metropoli-



Signs, like the one above, are posted at every airport entrance to inform passengers about baggage security measures.

to order extra Airport Security

tan Police, the extra measures are not only to protect the building, but to protect the passengers and ensure them the quickest, safest service possible.

Many additional steps above and beyond those required by the FAA in their contingency plan have been put into effect. The most obvious is a higher officer profile.

"We have added an extra man to the patrols and have had meetings with the staff to increase awareness around the airport," Baker said.

As cars approach the terminal building, each one is stopped and directed to the short term parking lot, where the first 30 minutes of parking is free, or to the area in front of the terminal building where passengers can unload their cars before parking them. Airport patrons will notice parking cones placed in each parking place to deter anyone from parking in those spaces. Even the employees have had their parking lots moved to comply with the FAA restrictions which apply to parking.

Another thing the airport is doing is educating the public about the situation. Travellers should arrive a little early and be aware of their baggage and what is in it, Baker said. Signs are posted at every airport entrance explaining

the security steps and asking people to be patient and cooperate with airport security whose job it is to see the FAA plans are carried out.

People should pack their own baggage, they should know what is in it. They should never leave suitcases or baggage unattended while at the airport and should never be responsible for someone else's baggage. "The public is taking things very well," Baker said.

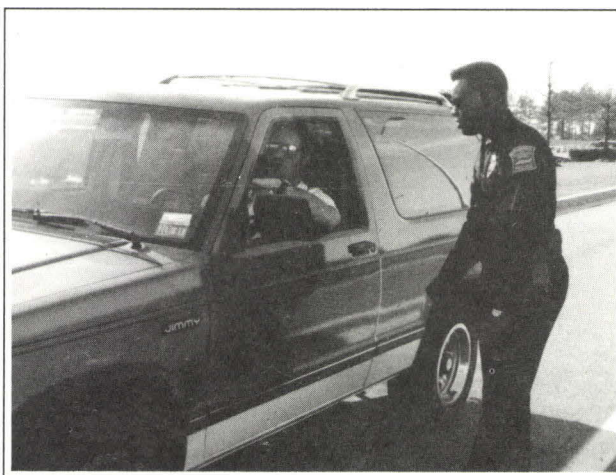
According to Baker, the reason increased measures have been put into effect is due solely to the threat from abroad of domestic terrorism. Every step possible is being taken to assure any threat is aborted and it never reaches us here. "Domestic aircraft are still one of the safest ways to travel," Baker said.

The extra security will likely be in effect at major airports at least as long as there is conflict or threat of war in the Middle East, or until the situation is resolved.

The traveling public can assist by cooperating with those whose job it is to protect them from possible acts of terrorism which may

threaten the nation's airports and airlines.

Be prepared for extra security, be cooperative and understanding when encountering differences and delays because of security efforts and be comfortable in the knowledge security is part of a very safe civil aviation system serving passengers throughout the nation.

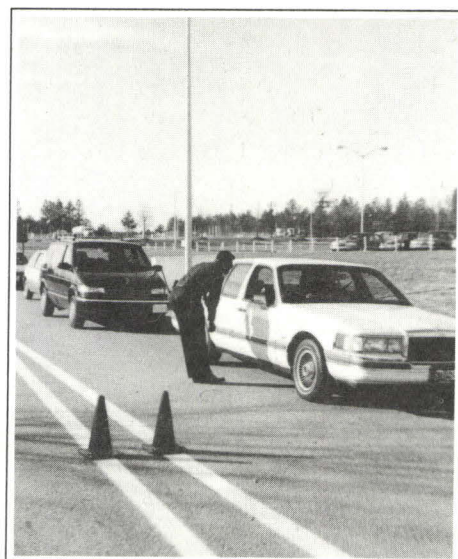


Airport security (above) stop every car approaching the airport to direct them to either the parking lot or terminal for passenger unloading.

Additional personnel (below) have been added to some airports to assist the airport in their extra security duties.



Signs telling the public of additional security are clearly visible as you approach the airport. Security personnel have been working around the clock to insure all possible security steps are taken.



Patterson saw history in the making

Continued from Page 1

While in Miami, he was supervisor for the first time with the FAA (the CAA became the FAA in 1957). After Miami, he went to Mobile, Alabama before moving on to Hickory, North Carolina. It was while in Hickory he first became a tower chief, the position he was to hold in Columbia. After six years in Hickory, he spent four years in Orlando before coming to Columbia in 1983.

"When I came to Columbia in 1983, it was three weeks after the strike. As one could imagine things were far from normal and posed a challenge to correct.

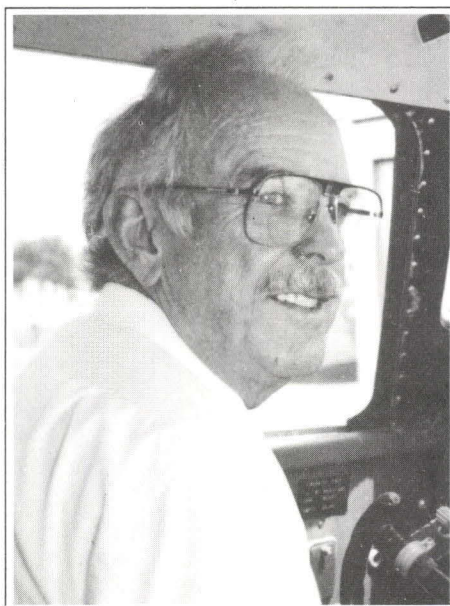
"With the help of a small group of controllers who stayed on, we made things work," he said.

Patterson attributes the amount of time he spent working in the aviation field to the fact he can't imagine "doing anything else." He has enjoyed seeing the airport in Columbia grow as it has during the past decade and seeing Columbia grow with it.

He has also enjoyed working with the aviators and the aviation industry in the State of South Caro-

lina. "South Carolina's aviation is second to none," he said.

Patterson sees the future of



Patterson admits that aviation is his passion as well as his career.

aviation as promising. He feels the businesses and the FAA offer many career opportunities for the youth of today as they enter the job market.

"The number one thing I enjoyed most about my time with the

FAA was being able to assist young people in obtaining their career goals," Patterson said.

He feels if someone is interested in the business of aviation, they should read up on it and if they like what they learn, then take the necessary tests and give it your best shot.

Patterson is proud of the changes he was able to make at the Columbia facility in the years he was there. He feels while he was there he was able to create a more pleasant working environment for the staff.

Now that he has retired from the FAA in Air Traffic Control, he plans to settle in the mountains of North Carolina.

Patterson's love of aviation won't diminish because he's retiring. And, he doesn't rule out the possibility of returning to work at some point. "If I do go back to work, it will be aviation related!" he said.

Patterson is just one of many who have seen aviation history in the making, and loved every minute of it.

Park Named SCAC Executive Director

Continued from Page 1

pass. In addition, I anticipate working closely with the commissioners in expanding aviation's impact on the economic development of South Carolina in both general aviation and air carriers."

In his former position, Park served as Deputy Director of Carrier and Air Stations in the Navy. His duties included budget preparation and execution for all aircraft carriers and air stations worldwide, with budget authorization exceeding \$6 billion; preparation and delivery of testimony for the Department of Defense, Executive

Branch and Congress, and served as Navy liaison with the FAA for all Navy aeronautical matters.

Park, 49, is also a commercial pilot with over 7000 flight hours in single and multi-engine aircraft; he has both instrument and multi-engine rated.

He earned a B.S. in Business Administration from San Jose State University, California, and an M.S. in Systems Management from the University of Southern California, where he attained a perfect 4.0 grade point ratio.

He and his wife, Sharyn, have

three children.

The search for executive director began in September with 159 applications.

The search was narrowed to a field of five very qualified finalists from which Capt. Park was unanimously selected.

During the time the search for a new director was going on, Richard T. Runnels served as the Interim Director of the Aeronautics Commission.

Park will begin his duties as director during the first week of March.

FYI From the FAA

FAA Ultra-Light Bulletin Board Service

There is now a new service through the Federal Aviation Administration for the use of those involved with Amateur-Built and Ultra-Light Aircraft.

This new service consists of a Bulletin Board for those who wish to participate in the Service Difficulty Reporting System and Safety Information of said type aircraft.

By establishing the Bulletin Board interested users can obtain service and safety information from 1530 to 0700 central time, Monday through Friday, and 24 hours on weekends and holidays. Reports which are entered on-line into the system by members of the aviation public will be available to everyone within 12 to 24 hours.

Any PC with a modem or any terminal equipped with a modem can be used. The same equipment used for connecting with DUATS can be used with the system. Normal parameters are 1200-N-8-1, but any baud rate from 1200 through 2400 is useable, and the system is entirely menu driven for ease of use.

The telephone number for this system will be 1-800-426-3814, and the password is SAFETY. Also this system is programmed to use UPPER CASE letters only.

Users of this system will be pleased to know it is designed to protect the anonymity of the submitter.

No identifying information such as registration number, serial number, city, etc., can be entered into the data base. The only identifying element will be a model name such as "Varieze." Even in

the unlikely event someone should wish to use the information in the data base for an enforcement action, it would be impossible.

Accident and incident reports will not be made available in this system in the traditional accident

"...enter the information you would like to see if you were reading the report."

report format.

A major complaint from users has been accident reports were detrimental in many ways to the pilot or owner of an aircraft. Since the Safety Data Exchange Bulletin Board is interested in the rapid exchange of safety information, the service or safety problems contained in an accident report will be extracted and entered into the data base in the same format as any other safety report. (i.e. no identification.)

The type of information which will be used in this system will be pertaining strictly to safety and service problems on amateur-built and ultra-light aircraft. As a general guideline, anything which happens with your aircraft, which may happen to another person's aircraft, should be reported. The exchange of safety information will improve safe flying for everyone.

The type of information that would be helpful is as follows:

☐ Model of aircraft (must be en-

tered)

☐ Engine make and model (participating if an engine problem)

☐ Propeller make and model (particularly if a prop problem)

☐ Component make and model (particularly if a component problem)

☐ Part name and part number

☐ Location and condition of the part or problem

☐ Remarks, in sufficient detail to help others identify the same problem.

In other words, enter the information you would like to see if you were reading the report.

It should be stressed here again this system is just for amateur-built aircraft and not type certified aircraft.

There are many regulations and statutes which cover the service difficulty system as it pertains to type certificated aircraft. The reporting of safety problems for these aircraft is strongly encouraged through the traditional system.

Please be patient with any problems you may experience since the system is still in the developmental stage.

Your questions, suggestions or comments are welcome. The only way this system will grow and accomplish its purpose of improving the exchange of safety is with your support.

Further information is available by contacting:

Ben Murrow

SDR Coordinator

FAA, ACE-103

601 E. 12th St.

Kansas City, MO 64106



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This Month...

Inside Palmetto Aviation

- Aeronautics Commission Director Named
- FAA Tower Chief Retires
- Increased Airport Security

...and much much more!

EPA Storm Water Permits Apply to all Airports

Airport Sponsors will get complete information via mail

On November 16, 1990, the United States Environmental Protection Agency (EPA) published a final rule regulating industrial storm water discharges at airports and other "industrial facilities." The storm water regulations under the National Pollutant Discharge Elimination System (NPDES) permit program and which requires certain municipalities and industries to acquire storm water discharge permits.

The rule requires "industrial facilities" to obtain permits for discharges from ditches, culverts and similar point source structures used to collect storm water located at an industrial facility or directly related to manufacturing, process-

ing or raw materials storage areas at an industrial facility.

If storm water runoff is discharged solely through a sanitary sewer system or a combined storm water/sanitary sewer systems, no permit is needed. However, if storm water is discharged directly to a river, stream or pond or into a municipal separate storm water collection system, a permit must be obtained.

Airports have three options to comply with the rule.

First, facilities may apply for an individual permit which requires the submittal of sampling data for each facility by November 18, 1991. Cost estimates range from \$25,000 for the smallest airport to \$300,000

for the largest. Facilities with existing NPDES permits for storm water discharges must apply for individual permits at least 180 days before their current permits expire.

Second, the rule allows facilities with similar processes or similar expected storm water discharges to join together under the auspices of associations and submit a two-part "group" permit application. EPA advocates the group approach.

Third, the rule allows facilities to submit a notice of intent to be covered under a "baseline" general permit. However, the scope of this "baseline" permit is uncertain, and EPA does not expect to publish this permit until after the March 18, 1991 group application deadline.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.